RAILROADS. LOCAL TIME TABLE. TEXAS AND PACIFIC Arrive 0:06 p. m

Q 30 3. 10 e:35 p. m MISSOURI, KANSAS AND TEXAS. No. 2 daily ... No. 4 daily ... SOUTHBOUND.

No. 1 daily ... No. 5 daily ... TRANSCONTINENTAL NORTHBOUND.

m No Millarly, s and Pacific trains Nos. Sand 6only stop

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| FOURT WORTH AND DENVE 130 p m | 9:30 a. m. |
| GULF COLORADO AND SANT | |
| Arter Northbellin No. 10dally 11 25 m No. 10dally 15 15 15 15 15 15 15 1 | 11 to a m 8 10 p. m. |
| 2 no p. m No. 9 tiany | 2.00114.118 |
| FORT WORTH AND RIO GRA | |
| Arrive k.00 p. m | 3:00 p. m. |
| FORT WORTH ALIO NEW ORL | EANS Leave |
| Arrive | 5.40 p. m |

No. 48 accommodation, \$15a m.

100 p. in. No. 45 mail

100 p. in. No. 45 mail

100 p. in. No. 47, accommodation.

All the above trains from the Union Depot.

6. D. Lusa, Ticket Agent. ST LOUIS SOUTHWESTERN. lop m. ... Memphis Express...... 8:20 a. in

WEATHERFORD, MINERAL WELLS AND NORTHWESTERN BAILWAY. The trains of this line make direct connection with the Texas and Parille railway trains Nos. F 4 Bond But Weatherford, leaving Fort Worth to a Texas and Parille railway) and arriving at

TABLE OF DISTANCES

the following table shows the distances from

| MISSOURI, KANS | AS AND TEXAS. |
|--|---|
| No | rth. |
| St L. via Seda la 717 Pianibal 679 Wagoner 268 Pienison 96 | Chicago via St. L. 1000 |
| So | uth. |
| Alvarado 27 Vaco 28 Bellon 138 Bastrop 197 La Grange 231 Fan Antono 279 Corpus Christi 429 | Hilbsboro 55 Temple 153 Taylor 193 West Point 221 Austla 198 Laredo 432 City of Mexico 1973 |
| TEXAS AN | D PACIFIC. |
| Eastern | Divinion. |
| Pullus 22 Terral 64 Will-Point 22 Milleoin 110 | Marsail Miles |

Rip Grande Division. Miles Colorado City Weatherford 135 Peros. 130 Sierra Blanca. 101 El Paso.

Transcontinental Division. 71 Chrksville 39 New Hoston 116 Texaritatia COTTON BELT ROUTE

GULF, COLORADO AND SANTA FE. South. | Miles | Miles | S | Cameron | 158 | Caldwell | 159 | 150 | Bresham | 129 | 103 | Bresham | 129 | 103 | Galvesion | 148 | forgan femple

North. Miles to Wichita Kan.... 101 Kansas Gity FORT WORTH AND DENVER CITY of Childrens

FORT WORTH AND RIO GRANDE Miles | Comanche, HOUSTON AND TEXAS CENTRAL Miles
41 Caivert
78 Hearne
106 Bryan
117 Navasota
113 Hempstead Miles .. 158 . 166 washachie. Mexin Jroesbeeck. Bremond

Suspected Train Robbers Arrested.

Mencer, Cat., Sept. 4.—Two men sus-peried of being implicated in the attempted romorry of the south-bound train last night, were arrested at Ceros early this morning. One of the men claims to know nothing of the robbery. The general opinion is that the robbers have made for the mountains east of Merced, in which case their capture is doubtful. The physician who attended Detective Harris says his wounds are not

Harvert Excursions to Texas via the Cotton Belt. The Cotton Belt will sell excursion tick ets to all points in Texas on August September 15 and 20, good for the days Northern, Eastern and Southeastern lines have authorized similar arrangements via the Cotton Belt For further information call on ad

G. W. BARNHART, Gen'l Agent, 401 Main Street, Fort Worth, Tex W. H. WINFIELD, G. P. Agent,

E. W. Labraume, G.P. & T.A., St. Louis, Mo.

Get an Encyclopedia Free. Encyclopedia of the "Great Mational park, Great farfield beach, Colifornia, Ore ngton, Alaska and the Pacific

THE RAILROAD CLUB.

A Full Attendance Desired at the Meeting To-day.

SANTA FE TARIFFS CANCELED.

Replaced by Those of the Commission-The Split Key Fastening-There's No Combine-Dodging the Rules. The Union Pacific, Etc.

The Railroaders' Club

The Railroaders' Club

A meeting of the men in railroad service, from superintendent down to track-man, has been called for 2:30 this afternoon at Chamber of Commerce hall. The object of the meeting is to form a railroad men's club, which shall be entirely senarate and distinct from any other organization, and whose object shall be the opening and maintenance of club rooms, with reading, billiard, reception rooms, etc., for the exclusive use and benefit of men in railroad service, to provide a place where they can service: to provide a place where they can profitably pass their leisure hours, etc. It is as yet undecided whether the club shall occupy rooms on the upper floors of some business house or lease a residence similar to the one occupied by the Elks; but this will be left to the committee who will be appointed at the meeting to-day. This is a meeting of vital interest to railroaders, and all are carnestly requested to be present. All men in the railway mail service who are in the city are also invited to be present An excursion is contemplated, and will probably be arranged to secure funds for the furnishing of the rooms.

The Santa Fe Cancels Tariffs.

The Santa Fe has issued cancelation notice No. 295, revoking cancelation notice No. 295, effective September 9, canceling the rates named in tariffs No. 441, 455, 509, 508, 25, 510 n. 332 n. 403 n. 540 n. 605 n. 646 n. 604 n. These tariffs apply on flour, grain, oran meal, hay, etc., from stations on the anta Fe to stations on connecting lines in

Texas.

Cancelation notice No. 294, effective September 9, cancels tariffs No. 15, 37, 61, 64, 66, 37, 39, 63-a, 49-a, 78, 7-a, 39-a and 83, applying on wheat, grain, hay and flour, from Gulf, Colorade and Santa Fe; San Antonio and Aransus Pass; Fort Worth and Rio Grande; Wichita Valley, and Fort Worth and Bouver City, to Waco, Houston and Galveston and Santa Fe. These tariffs are replaced by Santa Fe local freight tariff No. 8, being the rulinoid commission of Texas' commotity tariff No. 1, which becomes effective on September 3.

The Katy's Advertising.

There is nothing remarkable in the clip-ing from the Kansas City Star given below. There's nothing strange or startling in it. It is simply a plain, uppretending, undemonstrative little pay local, but it would be hard to saw more in behalf of I exas than is given thereis. The item in destion relias

ONCE MORE
The Missouri, Kansas and Texas railway company has decided to give the people of the whole world an opportunity to visit Texas at greatly reduced rates. Harvest excursion tickets will be sold by the Missouri, Ransas and Texas railway company on August 25 and September 15 and 29.

No state in the Union gives bester opportunities to the homesteker, capitalist or ONCE MORE tunities to the homesceker, capitalist or stockman than does the state of Texas; therefore avail yourselves of the opportun-ly to visit Texas at the extreme low rate. For further information call at ticket of tiess, 619 Main street, and 1946 Union ave-nue, L. A. Weish, ment, or address Gaston Mestier, G. P. and T. A. Serbila, Mo.

Dodging the Rules

A unique scheme has developed in Omaha, by which ticket brokers are securing large blocks of the return portions of the Western harvest excursion tickets, says the Omaha Rec. When the question of granting the rates was under discussion by the various passenger associations the lear of brokers getting possession of the return coupons and thereby demoralizing traffic was the principal basis of objections advanced by ome lines.
Finally this was supposed to have been

obviated by making a one-fare rate and issuing round trip fickets only. Yet to-day Omaha brokers are plentifully supplied with return harvest excursion coupons and are doing a rushing business, cutting rates east and south.

The original purchasers of the tickets The original purchasers of the tickets pay one-half the regular fare to their Western destination, securing in return a roundtrip ticket. The return coupon they obligate themselves to deliver to a designated
ticket broker at the end of their journey.
The delivery is guaranteed by the Eastern
broker checking the bargage of the purchasers and forwarding the checks therefor
to Western brokers to be delivered to the
owners on presentation of the unused portion of the coupon. In this manner persons
with insufficient means to buy a round-trip
ticket in the regular way are enabled to ticket in the regular way are enabled to come West and also help the ticket brokers out rates back to the East.

A special telegram to the Omaha Bee from New York, under date of Sept 1, is interesting reading. As the Bee's New York correspondent is one of the keenest newspaper sleuths in the country, his re-port of the state of affairs affords a very good straw by which the direction in which the zephyrs are tending may be noted. The Bee mice says:

"Rumors of impending changes in the Union Pacific management still continue to circulate in Wall street, but it is hard to slit them down and find the truth. George J. Gould when asked if it was trie that the Vanderbilt interest had secured control of the road replied, "too't keep Mr. Vander-bilt's books, why don't you ask him!" ""Well, it generally takes two people to

make a bargain and the seller ought to know as much about it as the buyer."

"I know nothing at all about the matter, replied Mr. Gould At the office of Drexel, Morgan & Co., to

the query, they replied, "Why don't you go to the Union Pacific people, they are the ones to see!"
"Russell Sage said: 'I have nothing to

say. All I know is what I have read in the Notwithstanding all these evasions and Notwinstanding all these evasions and denials, a feeling prevails that changes will soon be announced. One report has it that Boston heiders of Roct Island and London holders of St. Paul have been buying Union Pacific and that Gould, Sage and Dilion have parted with their interests to them. Another has it that certain prominent interests in the plan of reorganization are auxious for the election of Alexander E. Orr as the suc

cessor of President Dillen. It is thought that without doubt some arrangement has been entered into by which the road will be operated in sympathy with the St. Paul and the Rock Island."

The Kansas City Times gives the follow-ing result of the effort to form a combine by trans-Missouri reads: The proposition to form the Western railroads into a combine to defend interstate commerce cases was defeated without discussion at the trans-Missouri yesterday.

'The proposition was to have been considered at the meeting yesterday morning. The chairman postponed it until afternoon When it was reached its reading was lis tened to with unusual attention. At the conclusion a motion was made to have the subject canceled. The motion was re-corded and the proposition dropped out of sight, probably never to be brought up

again.

There is considerable mystery surroun ing this proposition. All of the roads in the association env emphatically that they ad anything to do with it. Before the a te noon meeting esterday they were given o understand that the subject had been broug t up by Chairman Walker of the board of commissioners of the Western tradic association. It as understoo, that the coll her

Chairman Smith, Mr. Smith denied that the W stern t affic association has any thing to do with the matter. He said that it as doc et d at the request of one of the lines in the association. Mr. Smith admitted, though that the same question was to be considered by the Western freight and the Southwestern railway and steam-ship associations.

ship associations.

"It is the opinion in railroad circles that the proposition was evolved by Chairman Walker and that he was after the position of supreme dictator in the defense of interof sepreme areasor in the decise of incressate commerce cases of the Western rail-roads. Mr. Walker's connection with the commission has fitted him for a position of this kind. His chances for securing the position, however, are not very bright. The railroads are much averse to making such a radical imposation. They say that they do radical innovation. They say that they do not care to be placed in a position where they will have to pay some other road's funeral expenses. Each road has ideas of its own about the defense of interstate commerce cases, and it does not care to have its policy dictated by any outside man. The trans-Missouri will probably be concluded to day." cluded to-day.

A Wichita Valley Tariff.

The Wichita Valley railway has issued local freight tariff No. 3, effective September 9, in accordance with the commodity tariff issued by the commission. This tariff applies on wheat, corn, rye, barley oats, malt, bran, mill feed and mill stuff, in straight or mixed carloads, minimum weight 20,000 pounds. Flour and meal, in sacks or barrels; hominy and grits, in straight or mixed carloads, minimum weight 20,000 pounds. Hay carloads, with following minimums: Cars thirty feet and under, 17,000 pounds; cars thirty-four feet and under, 19,000 pounds; cars over thirty-four feet, 20,000 pounds. Applying between all stations on Wichita Valley railway.

| MILEAGE | Wheat, corn, typ. burley, onth, mail, mill feed and mail stuff. | Flour, neal hom- inggrite |
|---|---|--|
| 10 miles and under 15 miles and onder 25 miles and onder 35 miles and under 35 miles and under 40 miles and under 45 miles and under 55 miles and under | \$5.50 5.55 6.60 6.65 7.70 7.75 8.80 | \$5.55.75 5.55.75 5.55.75 8.55. |
| W. V General Fr | News eight A | |

The Split Key Fastening.

Messrs. Wiley and Carlin have secured their patents on the standard rail connection and split key fastening, which consists of a split steel key griven through the track bolt, the split portion turned around the bolt and clinched. Angle bars three feet in length are used, the ordinary length being two feet. This additional length of the angle bar gives great raidity to the joint, and two or three tie bearings can be obtained if desired. The angle bar is obtained if desired. The angle bar is curved, having a lock scat which admits the insertion of two rubber washers between the angle bar and the web of the rail, doing away with the rattle when a train is passing away with the rattle when attract is passing over joints. With a rigid joint the track can be kept in alignment with less trouble, and greater speed in running trains can be se-cured, engineers being able to "whitel 'en'" whenever necessary. The manufacture of the device will begin at once. As these split keys cost only 1 % cents, a great saving in authoris is secured, a saving of \$11.86 per nile being offected, which is quite an item in the maintenance of way. Mr. Wiley is in the maintenance of way. Mr. Wiley is now in Washington looking after the for

eign patents Rates to the Postmaster's Convention.

A great many postmasters are waiting to hear from me is regard to rates on railroads before deciding to come to the convention. I have not heard definitely from several range has a card dendiely from several roads that I think will give reduced rates, but so for the Texas and Pacific and the Fort Worth and Denver City give reduced rates from all points on their lines in Texas to Fort Worth and return. Further an-nouncements will be made as soon as the other roads are heard from, when I will advise as to the best route to Belton from Fort Worth, and also from points on the in-ternational and Great Northern and other ternational and Grandlines. Respectfully, J. P. Ostranout,

P. M. at Belton.

Tall Lights.

G. B. Voorbies, traveling auditor of the Cotton Belt, is in the city. J. H. White, division superintendent of the Cotton Belt, is in the city.

H. C. Archer, traveling passenger agent of the Ohio and Mississippi, is in the city The Katy announces a special rate from all points for the postmasters' convention

All railroad men, in whatever brauch of the service, are requested to meet in the Chamber of Commerce half at 2:30 p. m.,

William Doberty, city passenger and ticket agent of the Santa Fe, returned from his trip North with THE GAZETTE girls. He said the scholarship contest was famous at along the line of the Santa Fe.

The Buffalo Express says that a movement is on foot to organize an association of railway men who have been in the sevice for more than twenty years.

The meeting of the Southern railway and steamship association was held in York on September 3 and 4, instead of Atnounced.

chanic of the Manhattan elevated road, has been appointed master mechanic of the New York Central, to succeed P. McQ. Gibson, resigned.

The building of the Indiana Midland into the Brazil coal fields is not rushing forward with great rapidity, and consequently the road will not derive much benefit from it

J. H. Bolens, the postal clerk injured in the wreck of the fast mail train on the Lake Shore road a few weeks ago, has been paid \$4000 by the company in settlement of his claim for damages.

The run from St. Louis to Cincinnati, wer the Vandalia and the Cincinnati, Hamilton and Dayton, is made exactly in ten hours, the through cars standing in the Union station at Indianapolis twenty-six minutes. The Ohio and Mississippi now makes the run four minutes the quickest, but the Cincinnati, Hamilton and Dayton proposes to accelerate. Special Agent Kretschmar of the inter-

state commerce commission, who is now in Chicago preparing evidence for the Federal grand jury, will arrive in St Louis next week to investigate the relations of St Louis lines with the ticket brokers, and, present the matter to the United States district attorney, before the Federal grand jury assembles there. While the projectors of the Toledo and Chicago Bee Line are getting ready, the Lake Shore has hired all the mules and men

which were to go to work on the new enter prise to build their new line. Still the pro-lectors of the first-named road are confident they will build the road, thinking that they will find some capitalists who want to sink their money by paralleling the Lake Shore.

The financial statement for the Burlington and its controlled lines for July shows:
Gross earnings \$2.761,495, increase \$40,096; operating expenses and charges \$2.431,027, decrease \$233,212; net earnings \$333,307. The statement for the seven months ending July 31 shows: Gross earnings \$17,531,081, decrease \$2,127,342; operating expenses and charges \$1,757,24, not charges \$1,757,24, not charges \$16,934,999, decrease \$1,775,774; net earnings \$596.082, decrease \$551,568.

earnings \$36,082, decrease contact to be as fine as any ever built in this country, have been placed in service between Chicago and the country over the Chicago Miles over the Chicago Portland, Ore., over the Chicago, Milwaukee and St. Paul and Northern Pacific roads. The woodwork is polished birds-eye roans. The woodward is periodically in and the upholstery is embossed velvet, panels of which are set off with fine effect by the shining wood. There are only in any one instead of fourteen coast given to anyone free on application to traffic association. It as understoo, that ten sections in each car, instead of fourteen Unica Pacific ticket agent, 401 Main street. the proposition was put on the call by as in the ordinary car, but there are two

state-rooms instead of one, and they are unisually large and comfortable. More space than usual is also given to the follet-rooms. which are so situated as to secure a legree of privacy than in the ordinary

The Maple Leaf management has decided to establish additional offices at Kansas City, and this month will transfer the offices of the division superintendent and the train dispatchers to this city, J. A. Keley, formerly trainmaster, has been ap-pointed superintendent of the Kansas City division, and his headquarters will be in the Wyandotte building at the Maple Leaf yards. The train dispatchers' office will be yards. The train dispatchers located in the same building.

The Pennsylvania has just begun the building of a monster locomotive at its shops in Altoona, Pa. An Altoona paper says it will be about three times as long as the average locomotive, will have two sets of driving wheels, one set being in front, and one set of pony wheels being under the The wheels will be under trucks, so that the locomotive can go around curves. Two firemen will be necessary to supply the coal. The locomotive, it is alleged, will be powerful enough to haul a train of freight cars a mile in length.

Washington, D. C., Sept. 4.—A cable-grain from Costa Rica announces that congress has ratified the contract for a rail-road across to the Pacific. This will fur-nish competition with the Panama railroad. New Line Freight Steamers.

BAITIMORE, Mb., Sept. 4.—The Baitimore storage and lighterage company is about to establish a line of freight steamers from New York and London. The steam-ships Mississippi, Michigam, Memphis and Alexander Elder will likely constitute the new line.

The Dallas Strike.

Special to the Gazette. Dallas, Tex., Sept. 4.—The status of the Texas Trunk strike has not changed in the least since vesterday. The general manager is said to have gone east to raise funds to square up. No attempt has been made to run a train to-day. Everything is orderly

Immense Grain Elevators. New Onleans, La., Sept. 4 - Mr. G. C. Stewart, elevator builder of St. Louis, submitted plans to the Illinois Central railroad for a three hundred thousand-businel grain elevator, to be built here. Mr. Stewart left for Galveston vesterday to see about build ing a million-bushel elevator there.

Ratified the Deed of Trust.

NEW YORK, Sept. 4.—The Union Pacific directors to-day ratified the deed of trust under which collateral for new notes was deposited, and a formal agreement was then signed by the creditors' committee. It is said that over three-fourths of the rs have already agreed to extend their claims.

The Negro Sustained. St. Louis, Mo., Sept. 4.—The interstate commission rendered an important decision regarding the separate-couch laws of Texas and Arkansas, in the case of a negro who purchased a chair car ticket from Louisiana to Texas, and was transferred to a separate coach when he reached Texas. He claimed the Federal law had been violated, and the Texas law affected local state transporta-

If True will Extend the S. A. & A. P.

pecial to the Gazette. Special to the Gazette.

San Antonio, Tex., Sept. 4.—News from Fredericksburg, county seat of Gillespie county, 100 miles northwest of this city, says that in boring for artesian water on the ranch of Charles Kuhn, at a depth of 220 feet a two-foot vein of true bituminous coal was struck. The development of the Liano iron region and the establishment of a second Birmingham depends on the correctness of this find. If it is a true vein the northwestern extension of the San Antonio and Aransas Pass railway to the iron and Aransas Pass railway to the iron fields will be made an assured fact, as the supply of proper fuel is all that has de-layed the extension.

Remembered by the Boys.

Special to the Gazette. TEMPLE, BELL COUNTY, TEX., Sept. 4 .-Mr. J. W. Maylor, the popular chief dis-patcher of the Gulf, Colorado and Santa Fe railway company at this place for quite a long time, voluntarily resigned on the ist. As a mark of the esteem in which Mr. Maylor was held a large number of his friends, railroad men and others, met at the parlors of the Exchange hotel this even ing to bid Mr. Maylor good-bye, at which Mr. O. Mallett was called to the chair. A number of neat and feeling speeches were made, all wishing Mr. Maylor God-speed and success. By the efforts of Conductors Hopkins and Gillis, the trainmen presented Mr. Maylor a beautiful gold watch inscribed as follows: "Presented to J. W. Maylor by the trainmen of the Southern division of the Golf Colorado and Santa Fe registrate. the Gulf, Colorado and Santa Fe railway September 1, 1891." The engineers pre-sented him with a handsome monogram ring, and the dispatchers gave him an Mr. Maylor leaves a host of friends in Temple.

Changes on the L and G. N.

Special to the Gazette TYLER, TEX., Sept. 4.-Great changes in International and Great Northern railway international and Great Northern railway circles may be expected shortly. The dumbness that just now affects all concerned is phenomenal and complete. Your correspondent, however, has been able to glean a few straws which undoubtedly shows which way the wind sets. Judge McCord has set October 21 as the time when some party entitled to the possession of the road must show up. This means that there must be a Federal court receiver, or Jay Gould, the Missouri, Kansas and Texas railway company and the mortgage bond-holders must come to an agreement and effect a compromise, so that the road can go effect a compromise, so that the road can go back to the International and Great North-ern railway. Col. W. S. Herndon recently resigned his position as general solicitor for the receivers, since which "and about the time Mr. Gould was in St. Louis," he has been to St. Louis, Chicago and the East, returning on the 1st inst. It is no secret under the new regime, whatever it may be, Col. Herndon will be in it, and the others will be out. The exact position he will occupy is notknown, whether receiver, gen eral manager or general solicitor, but the genial colonel is without doubt one of the oldest railroad men and lawyers in the Southwest, and is en rapport thoroughly with the Eastern powers that be and "pizen" against the powers that are about not to be. He will certainly alight high up.

Harvest Excursions to Texas via the Cotton Belt. The Cotton Belt will sell excursion tiekets to all points in Texas on August 25, September 15 and 29, good for thirty days with stop-over privileges at the end will perform on going and will perform the control of th with stop-over provided in the control of destination, and the various Northern, Eastern and Southeastern lines have authorized similar arrangements via the Cotton Belt route. For ments via the Cotton Belt route. Fo further information call on or address G. W. Barnhart, Gen'l Agent, 401 Main Street, Fort Worth, Tex.

W. H. WINFIELD, G. P. Agent,
Tyler, Tex.
E. W. LABEAUME, G.P. & T.A.

Subscribe for the Weekly GAZETTE

Mexicans Indignant. City of Mexico, Sept. 4.-The people are indignant at the publication of rumors in the United States that Mexicans are about to inaugurate a revolution, and deny it emphatically.

WHAT WE NEED.

FIRST SETTLE UP THE COUNTRY WITH FARMERS.

Capital and Other Needed Conveniences Will Follow as a Consequence. Howard's Views.

FORT WORTH, TEX., Sept. 3, 1891.

Speaking of the alien land law and Texas in general permit me to say to Capt. Pad-dock. Hyde Jennings and other Texas "rustlers" and 'hustlers" like them who have spent the greater part of their lives in working for the best interest of their city and state, and are now so bitterly op-posed to the alien land law, that in my humble opinion Texas. Fort Worth and all cities and towns in the state need people, especially farmers in the country, more

than money.

If men like Capt. Paddock, Peter Smith,
Henry Exall, Hyde Jennings and hundreds
of other professional men like those few
mentioned were to devote the same time and energy in trying to secure farmers for Texas that they have in working for capital we would to-day have more people and cap-ital in Texas than we have.

ital in Texas than we have.

Where we make a specialty of capital which our leading men have for years past, the farmer is overlooked, and as Texas is a farming country, we all have to sink or swim with the farming interest. Fort Worth and all other towns and cities in Texas progress is proportion to the settlement and development of the country from which they draw their trade. If this be the case—which we have to admit—the quickest way to make farm and city property valuaway to make farm and city property valua-ble and to make values permanent is to use every means possible to settle the country. Where you secure the capital and not the people you only get temporary relief; but where you secure permanent settlers in the country you have a substantial foundation and good backing for your city, which will go a long ways toward giving you cheap money in case you need it to develop the city.

Grass, weeds and a few native cattle or horses is mighty slim backing or foundation to build towns or cities on, and when you come to borrow money on city property or land you generally have to pay interest in proportion to the population and the improvements in the country. Therefore, I say first secure the farmers and cheap money will follow; and again, if our counties were half settled with farmers we

would not have to borrow so much money. We would have the business to offer and the manufacturer and capitalist would come

in and care for it.

It occurs to me that the more capital we get in Texas the worse we are off. Why' you ask. Simply because those who can borrow money generally invest it in land, which virtually takes the land off the morket for years, when if they could not get the money the land would be sold to actual settlers instead of speculators whether home or foreign—land speculators don't help to build cities. The men who build cities (indirectly) are those who till the soil. Chicago, St. Paul and other large cities in the Northwest were built (indirectly) by the farmers who settled in the country, and not by vacant land with a few head of \$15 steers and \$25 horses nonline. head of \$15 steers and \$25 horses roaming over it. If we ever have a city of 100,000 population in Texas, you will first see train-loads of farmers coming to Texas as they did to the Northwest and Western states. In conclusion, permit me to say that the quickest way to sell "corner lots" and se are good paying tenants for city properly as well as factories, railroads and all other conveniences and comforts for the city, is o first settle the country with good has

mers. Towns and cities all over the United States have been over "bouned." but good acricultural land, such as we have without limit in Texas, is yet in demand, and if we will make a specialty of advertising this land, and can get the Texas railronds to join us in the work by exvine law views to harms. is in the work by giving low rates to home-seekers, the towns and cities of Texas will grow and prosper much better than to be carried on foreign capital. You can't keep capital out of the cities if you were to try, once the country is settled.

How Henry Exall and some other good

and progressive men of Texas say: "First secure capital for Texas, and you can telegraph for the people." In my opinion, the people that Texas most needs farmers) cannot be secured by "wire." and I firmly believe that if we first secure the farmer we will have no translet in certifier all the we will have no trouble in cetting all the capital required right here in the United nd that, too, at a low rate of interest, but to do this we will have to convinc the Lastern capitalist that we have a farming country, and he will be convinced of this when he sees the farmer from his country moving to Texas instead of to the North \$5000, who don't want over from 160 to 330 acres of land, are what Texas wants, and if secured which they can be, will put

money in circulation, and will also (i rectly) build cities where we now have towns. Tens of thousands of this class of farmers move West every year from the old states, and ten years ago, when Texas had the benefit of railroad competition, our state secured her proportion of them. This we can do again, and will, when Texas rail roads and Texas people join hands and pull together for the upbuilding of the state. If the people of Texas will stand by ex-Governor Hubbard and his "Texas on Wheels," and our railroads will give low rates to home-seekers and advertise the same as other roads do, we will soon have plenty of money to take the place of the foreign money withdrawn and thousands of thrifty farmers besides. Respectfully

Thirty dollars for the ra No change of cars. ricket office 401 Main street.

Plainview, Hale County, Tex. Come to Amarillo and get the "Hotel Amarillo

SINGING SANDS.

A Wonderful Curiosity Discovered in the Flint Hills of Kansas-A Sand Waste Sends Forth Musical Sounds.

Special to the Gazette.

PIEDMONT, KAN., Sept. 4 .- One of the most remarkable natural curiosities ever heard of in this section of the country has ust been discovered in what is known as Flint Hills, about five miles northwest of his city. A long reach of country in that fection is composed of sand beds and hills overed with small particles of flint, interspersed with some larger rocks. It is a dreary waste and is utterly barren, conse-quently for about fifteen miles in all direcas there are no habitations and the tract though the desolate tract, but it is traveled only when the people are in a hurry, for it is hard on man and beast.

About two months ago the people in this part of the state were surprised by several

ight earthqua e shocks, which did litt! ore than give a violent trembling to the rface. These tremblings continued for surface. These tremblings continued for several days and then ceased entirely. A few nights after the earthquake, people at the farm of Jasper Newton, who lives at the edge of Flint Hills, thought they heard the sounds of music and got up to see who as playing instruments at that time of the night. The sound rose and fell in regular hight. The sound rose and len in regular cadence, but they could distinguish no tune. It resembled the mournful sound of the colean harp. They listened for some time, but as it neither advanced nor retreated

hey conclude that it must be at some eighbors and the sound was carried by the peculiar condition of the atmosphere. Next day the occurrence was almost forgotten, but that night the sound came again, only it seemed to be louder and nearer. So loud was it that Mr. Newton could tell that it came from the direction of Flint Hills. This added an element of mys-

tery to the matter, for they knew that no one would be camping in the desert. The next night there was a hoavy rainstorm and the music did not sound for severa nights thereafter. But after a dry spel the family was sitting in front of the housone evening and again the sweet strain were heard, low and far off. As the dry weather continued the sounds appeared to come over more reasonable or the sounds appeared to come over more reasonable or the sounds appeared to come over more reasonable or the sounds appeared to come over mind.

come nearer and louder every hight. I daytime they were not noticed, probably o account of the noises of the day. At last i became such a matter of speculation amon the members of the family that they talke of it among their neighbors. Some of they had heard it but after they had told their story they had many visitory who came to stery they had many visitory, who came to stay all night and hear the ghostly music. It was decided to solve the mystery, and a party started for Flint Hills, determined to stay all night if necessary, and see wi it was that caused the strange sounds. T first night they camped about the center of the wester spot, and soon the missic wa-heard in the direction of Newton's house. They at first thought that some trick wa-being played by some one at Newton's bu-

being played by some one at Newton's, by the strains continued with no variation strength during the whole ment. The then moved their camp nearer to the ed-of the barren place, and that aight the mi-ske appeared to come from a spot about hundred yards from them. The sound of act seem any louder than when neard at thouse of Newton, but was much more di-tinct. One of the party well out to inva-tigate, and as he was walking about t tigate, and as he was walking about th music sundenly stopped. He stood still fo some time, but not a sound came. Then h walked away, but had gone only a short dis tunce when he heard the sound behind him Retracting his steps, it stopped again an continued as he passed on. He marked the spot where he stead when the sound ceased with a stick, and went back to camp. Next norming they investigated and found that the stick had almost entirely disappeared. At the place where it had been placed the sand was working as if some thing underneath was boiling. It bubble and worked in concentric circles, and evi-dently caused the music by the rubbing to-gether of the particles during the enricus phenomena. When it rained the wet sand

Mrs. Peggs Admitted to Bond.

would emit no sound

GLEN ROSE, SOMERVELL COUNTY, Sept. 3.—In the preliminary trial of Mrs. Peggs, who shot Tom Holley on the might of August 25, Mrs. Peggs was admitted to bend in ust 22, Mrs. Perrs was admitted to bond in the sum of \$500 to await the action of the grand jury, which meets Monday, the 7th of September next, Holley having died of his wounds. F. W. Fields and William Porter are her bondsmen.

Again Fired Upon.

pondence of the Cazette. SPRINGTOWN, PARKER COUNTY, TEX. Spill Notices, Parking Colver, TEX., Sept. 3.—It is reported here teeday that a young man by the name of ibass, who have near Cottondale. Wise county, and who was recently shot and dangerously wounded while in bed by some unknown person, was again fired upon night before last while he and some others were driving in a wagen. It is not known who did the shooting. Five shots were fired. It contents to be a standard of the shooting. not be learned whether anyone was hurt.

Will be Asked to Liquidate. New York. Sept. 4.—The British govern-nest will probably be asked to pay for a extion of the valuable campo of the Morgan teamship Eldorado, stranded recently in lahama. The wreckers took a large quan-Buhama. The wreckers took a large quantity of the cargo and attempted to have down the American flag, claiming to be under the British flag. Claiming to be under the British flag. Claiming the under the British flag. Claimes In Nassau to look after the matter, as it is claimed that England should be received for the treatment of the crew sponsible for the treatment of the crews and vessels of other nations in Balanca

Thrown from a Buggy and Killed.

pecial to the Gazette. San Antonio, Tax., Sept. 4—At Lyton Springs to-day Mrs. Joseph Perry was thrown from a buggy. Her head struck the front wheel and her hair, which was very long and heavy, became entangled in the rapidly revolving spakes. The scalp was torn off and she lived only a few hours.

Special of the Gazette Houston, Tex., Sept. 4.—The directors of the commercial exchange and board of trade to-day passed resolutions indorsing Hon.S. B. Maxey for the vacant place on Mr. Reagan was the first choice of the membership of the exchange

Indorsing Hon, Watter Gresham

GALVESTON, TEX., Sept. 4.—At a meeting of the citizens of Galveston at the rooms of the chamber of commerce tonight Hon. Walter Gresham of this city was indorsed for the position made vacant by the death of Hon. W. L. Braggon the interstate commerce commission. Tele-strams were read from parties in Kansas, Iowa and Colorado indorsing Gresham.

Robbed a Fourth Time.

pecial to the Gazette. BRENHAM, WASHINGTON COUNTY, TEX Sept. 4.—The store of B. Eldridge was rou-bed last night and several hundred dollars' worth of goods stolen. This is the fourth worth of goods stolen. This is time this store has been robbed.

The Fort Worth and Denver connection with the Union Page the only direct line to Color Cotah, California, Oregon and Pacific coast Cheap excursion rates on sale to the above points. Ticket office 401 Main street and Union depat

Dissatisfaction Expressed Special to the Gazette.

GONZALES, GONZALES COUNTY, TEX., ept.12 —The examining trial of the Blaines, skey and Wood, for killing Clark Barner. has resulted in Squire Schulter refusing ball to Joe Blaine and fixing the bends of the others at \$1000 for Royer Blaine, \$750 for Askey, and \$100 for Wood. Much dissatisfaction is expressed, as it is said Royer Blaine and Askey are as guilty as Joe Blaine, the only difference being Joe Blaine fixed the shot. fired the shot.

Pleased with the Lumber Rate.

HOUSTON, TEX., Sept. 4.—The millmen of this city, which is the lumber headquarters of Southeast Texas, have been considering the lumber rates promulgated by the rail-way commission, and in interviews express themselves as tolerably well satisfied with the rate, regarding it as at least as good as can be made under the mileage system.

Chilton to Speak at Denton. pecial to the Gazette

DENTON, DENTON COUNTY, TEX., Sept. 4 -Hon. Horace Chilton, United States sena-tor, will address the citizens of Denton county at the courthouse in this city on Thursday the 10th inst. He will discuss the live issues of the day and all are invited to hear him.

From now on I have confor cash only beral patronage in the future hat I have had in the past Victor Coal Co., S. S. Potts, Manager.

Denies it Point Blank. DETROIT, MICH., Sept. 4.—White Pigeon denies that any dynamite explosion took place there last night.

Cheap Excursions to Texas from the North and East, Everybody having friends design to take advantage of the control Bear Rotte out thorized by the Bear Not Bear Rotte on September 15th and 29th

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JNO A. GRANT, Third Vice-President Dalla.

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